

V-Twin Mfg.

VT No. 32-5120 BLACK PRESTOLITE STARTER MOTOR, 1.4KW

VT No. 32-5121 CHROME PRESTOLITE STARTER MOTOR, 1.4KW

VT No. 32-5122 BLACK HITACHI STARTER MOTOR, 1.4 KW

VT No. 32-5123 CHROME HITACHI STARTER MOTOR, 1.4 KW

For use on 1988 and Earlier BT Models

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

Important information before getting started

1. This starter is only as strong as the battery powering it. We recommend a 300 CCA rated battery as a minimum.
2. It is often necessary to place the included metal wafer into the solenoid plunger. This assures correct contact pressure and good current flow through the solenoid. This shim should be used when the starter has insufficient cranking torque and the solenoid terminals are becoming warm during cranking.

Removal of the old starter

1. Remove the battery negative cable.
2. Remove the cable from the starter. Note: You may need to remove the rear exhaust pipe in order to gain access to the starter.
3. Remove the two bolts on the back of the starter.
4. Remove the starter from the motorcycle.

Note 1: We strongly recommend replacing your old battery cables if they are #6 wire or are in poor condition. If your existing battery cables are #4 and are in good condition, we recommend that you clean all the terminals well. A starter can only produce its rated output if enough current is coming into it. Bad cables or too small a cable will result in poor starter performance.

Note 2: Inspect your starter solenoid. If it is old or in poor condition, we recommend either replacing it or rebuilding it.

Installation of High Torque Starter

1. Remove the drive end housing from the starter.
2. Remove the two thru bolts from the starter. *See figure 1.*
3. Hold the drive-end housing and gently tap on the gear. *See Figure 2.*

Caution: Handle the motor portion carefully so that the armature does not fall out of the starter. *See Figure 3.*

4. Once the drive-end housing has been removed from the starter, bolt the drive-end housing onto the primary housing with the two socket cap screws supplied. Torque these two socket cap screws to 45-60 inch pounds. *See Figure 4.*
5. Take the starter and place it into the drive-end housing. *See Figure 5.*

Note: The motorcycle should be in a warm garage for this operation. If the motorcycle is in a cold environment, it will be difficult to slip the starter into the drive end due to a tight bearing bore fit at low temperatures.

6. Install the two thru-bolts and torque them to 50-65 inch pounds. *See Figure 6.*
7. Attach the cable to the starter post. *See Figure 7.*
8. Reattach the exhaust pipe and or other parts that had to be removed from the motorcycle to access the starter.
9. Reattach the ground cable to the battery.

Removal of the High-Torque Starter

1. Remove the battery negative cable.
2. Remove the two thru-bolts.
3. Pull the motor from the drive-end housing by pulling and wiggling the starter out of the drive-end housing.

Note: The starter armature may stay in the drive end housing. If this occurs, you will need to pull the armature out of the drive end housing and reload it into the motor.

Installing the Armature back into the Motor

1. Remove the two small Phillip screws in the rear starter casting.
2. Remove the rear starter casting.
3. Place the armature into the motor and work the four brushes onto the armature commutator.
4. Reassemble the motor.

Trouble shooting

Starter cranks slowly/ has difficulty getting over first compression cycle.

Possible causes:

1. Insufficient solenoid contact pressure. **(This is the most common cause)** The easiest way to diagnose this is by checking if the solenoid contact studs are becoming hot during cranking. If they are becoming hot add the metal wafer supplied into the solenoid plunger bore (the solenoid plunger is the metal plunger that attaches to the drive shift fork and goes inside the solenoid bore.)
2. Bad battery or battery with insufficient rating (should be 300CCA minimum.) The easiest way to determine if the battery is the problem is by jumping another battery to the existing battery. If this solves the problem, replacing the battery is a good bet.
3. Bad battery cables/ battery cables with insufficient size/ bad battery cable contacts. The battery cables should be 4 gauge. Check the battery cables at the terminals for frayed wires or corroded/loose connections.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7